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A Visit To The Zoo: Iraqi Tanks and AFVs

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A Visit To The Zoo

Iraqi Tanks and AFVs

In August of 1990, the fourth largest army in the world undertook the invasion of a small and poorly protected emirate of Kuwait. The Iraqi army that crossed the Kuwaiti frontier contained over 30 divisions with 200,000 men and tens of thousands of vehicles. Iraqi military vehicles were a veritable smorgasbord of types, as Saddam Hussein used many different sources to meet his insatiable need for hardware during the seemingly interminable conflict with Iran from 1980 to 1988. France, China, North Korea, Brazil, South Africa, and Austria joined the traditional Warsaw Pact suppliers of Iraqi military goods such as East Germany, Poland, Czechoslovakia, and the Soviet Union. The use of many sources did give Iraq the perquisite numbers for a large standing army, but the diversity of vehicles was a logistical nightmare to maintain as a deployed force.

In the end, numbers of vehicles were of no help in the battle for which the Iraqi army was completely unprepared. They merely

stood as statistics to indicate how badly Iraqi divisions were "attrited," the Gulf War term for unit decimation. The fact that large numbers of Iraqi units stood in defensive locations meant that the rapidly retreating forces abandoned large numbers of vehicles in place. Many coalition unit commanders destroyed abandoned vehicles in place to deprive Iraq of heavy offensive forces or to prevent reoccupation of those vehicles; yet the sheer volume of Iraqi tactical vehicles in the Kuwaiti Theater of Operations (KTO) prevented the Coalition forces from destroying them all. By the end of the war Kuwait and southern Iraq resembled a large military parking lot.

The time-honored aphorism "to the victor goes the spoils" applied very well to the KTO. Heavy mechanized units with organic repair and recovery organizations helped themselves to the booty that abounded in the sands of Kuwait and brought a considerable number of vehicles back to their home countries. The victors established exhibitions in theater to display the many surviving vehicles. There was one exhibition (or "petting zoo") set up near the U. S. Army Central Command (ARCENT) compound at Dhahran Air Force Base in Saudi Arabia.

The major show was set up at the Kuwaiti National Exhibition Center on the outskirts of Kuwait City.

I was a Petroleum Quality Assurance Representative (QAR) at Defense Fuel Region Middle East from July 1991 to July 1992 based in Awali, Bahrain. I served as the Navy representative in a joint command dedicated to providing petroleum logistics support for all services in the US Central Command (CENTCOM) Area of Operations. In my role as a QAR, I traveled to many sites in the Persian Gulf including Saudi Arabia and Kuwait. I saw the Dhahran "petting zoo" in September 1991. Later in that same month, I visited the Ras Tanura refinery a few miles north of the major Marine port of debarkation at Jubail. I discovered a covey of abandoned Iraqi vehicles on the way to the refinery. My major field trip was in July 1992 on a liaison visit to the US Army compound at Camp Doha just north of Kuwait City. I spent several hours at the Kuwaiti National Exhibition Center (KNEC), snapping over 200 pictures.

Although there have been many publications to document Iraqi vehicles to date, there have been few pictures published from the collections gathered postwar in theater. There were about twenty vehicles in the Ras Tanura collection and several hundred vehicles at the Kuwait Exhibition Center. As I intended to use these pictures in modeling projects, I took pictures of the same vehicle from different angles. You will note the variety of markings in the photographs. Unfortunately, you will also note the unit zaps on some of the vehicles which may obscure some of the original markings. These zaps are primarily on the Ras Tanura vehicles. Please realize that all the vehicles pictured have been sitting in the sun and sand of Kuwait and Saudi Arabia for months—the finish will not be quite the same as vehicles newly arrived in theater.



A Kuwaiti "survivor" of Iraqi occupation is this M109A2 155mm self-propelled howitzer. This vehicle has been "zapped" by the 40th Fire Direction Battery, Royal Artillery, and it has been fairly well vandalized. Whether the British unit attempted to salvage this vehicle for spares or reconditioning for its own use is unknown, but this M109A2 ended up at Ras Tanura.

FRONT COVER

This T-69-II at Ras Tanura has a lot of fender damage. From this angle, the turret-mounted smoke grenade dischargers and storage racks/stand-off armor along with the remnants of the driving lights on the left fenders are clues that this is the Chinese-made main battle tank (MBT). The connection with the older Russian T-54 is indicated by the large ventilation fan just in front of the loader's hatch.

BACK COVER

TOP: Head on shot of a T-69-II. The turret mounted smoke grenade dischargers and turret storage racks/stand off bar armor clutter the normally clean lines of the T-55/55/59/69 series.

BOTTOM: Rear view of a BM-21 system. This survivor shows small arms or shell fragment damage. The large tires have an internal air inflation/deflation system to accommodate this wheeled chassis on various types of terrain.

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This variant of the T-72 is readily identified by the lack of any smoke grenade dischargers on the turret and the rangefinder viewport installed beneath the commander's cupola on the right side of the turret. Markings consist of a vehicle registration number "44897" on the glacis and rear hull plate in white. On this example, the registration number is duplicated on the glacis. The unit marking is difficult to determine from the front view, but it appears to be a dark gray disc with a vertical white stripe. Arabic script is above the disc. The 125mm bore evacuator is yellow.

BELOW: Same vehicle as shown to the left. Note twisted rear rack and markings at bottom of back plate.



ABOVE and BELOW: Same T-72 as shown in the photo at top of page.



This vehicle is missing its V-shaped deflector on the front glacis. The empty bracket next to the gunner's hatch is the platform for the "dazzle" countermeasure for optically-guided anti-tank missiles like HOT and TOW. The rear third of the 125mm gun barrel retains its Soviet dark green color, and the bore evacuator is yellow.

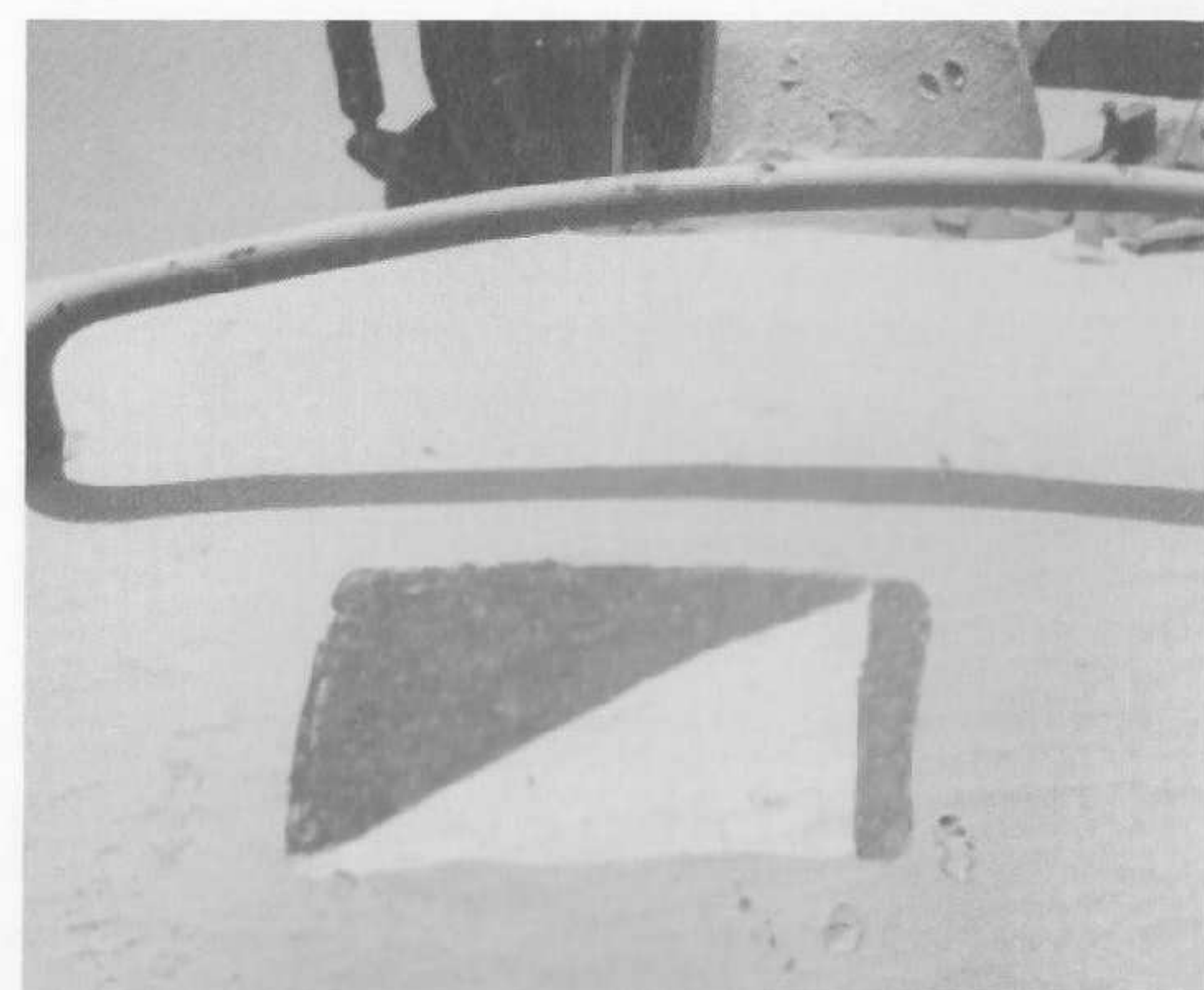


ABOVE and LEFT: Same mid-production T-72 as shown on the bottomright of page 3. The radiator assembly has been pulled out of the engine compartment. The turret view reveals the rangefinder port in the right side of the turret. The fenders show the remains of the hinged "gill" armor plates associated with early T-72 production. There are no registration numbers, but there is a large tactical number in black on the left rear hull plate. The unit marking on the rear turret storage box is a black bar with a white stripe on a gray disc.

RIGHT: This is a "straight" T-62, as indicated by the lack of a 12.7mm DShk machine gun mount on the loader's hatch. Note the camouflage netting draped across the turret and hull and the splinter protection for both IR searchlights. There were no markings apparent on this vehicle.



BELOW: This vehicle is a standard T-62A with Iraqi-installed armored covers to both main and commander's infrared (IR) searchlights. Markings include a yellow bore evacuator with white stripe, large vehicle registration number "20120" in white on the glacis, large white tactical number "23" preceded by an Arabic letter, and unit markings consist of a white bar with a red stripe on a gray disc. There are Arabic characters above the red/white bar.



This T-62A turret marking is red over white with a black (or dark gray) stripe along the back edge.



LEFT: This close-up of a T-62A displays the rough texture of the cast turret armor. Take note of the fabric tape wrapped around the base of the radio aerial. The rear view of the same vehicle shows the brackets for the externally mounted fuel drums which have been bent out of shape—probably during recovery operations. Almost all tanks with this feature at the KNEC displayed this type of damage. Note the composite material “sawtooth” skirts mounted on the fenders and the typical damage they sustain.



BELOW and BELOW RIGHT: This T-62A has been stripped of its fender mounted oil and fuel tanks. The glacis and bow plate show the fittings for the KMT-6 mine plow equipment. The rear view shows the radiator assembly withdrawn from the engine compartment. The 12.7mm DShK machine gun has been removed from its mount on the loader’s cupola, which is normal for captured vehicles. There is splinter protection for the main IR searchlight only. No organizational markings were visible on this vehicle.





ABOVE, ABOVE RIGHT, RIGHT and BELOW: Views of a T-62A at Ras Tanura. It exhibits the same KMT-6 fittings that were evident on many T-55/62/69 tanks in the Iraqi inventory. The hatch interiors on this vehicle are white, just like the rest of the interior. This coloring differs from the norm, since most hatch interior colors on Russian and Chinese delivered vehicles are dark green. This tank is also equipped with Chinese "sawtooth" composite skirts.



RIGHT: T-62A display both the fittings and right plow assembly of the KMT-6 mine clearance equipment. The KMT-6 equipment has a separate plows for each track. Markings consist of a yellow bore evacuator with yellow stripe, a two digit tactical number "22" preceded by an Arabic character in white on both turret sides, and a unit marking of a white bar with two black stripes on a gray disc. There is Arabic script above the white bar.





ABOVE, ABOVE RIGHT, RIGHT, and BELOW: A T-62 at Ras Tanura. The rear view shows the bulged rear hull plate which sets this series of tank from the T-54/55 series. The only markings on the vehicle are two red/light blue rectangles on the sides of the turret. These rectangles have a black/dark gray stripe on the right side.



This is an Egyptian-built Fahd APC. The Kuwaiti registration number "14408" is evident on the right fender.



LEFT, BELOW, and BOTTOM: Three views of a T-69-II at the KNEC. The rear view shows the characteristic bulged rear hull plate that this Chinese-made vehicle shares with the Russian T-62 series. Note the radiator assembly is pulled from the engine compartment. This vehicle shows the Iraqi sand and dark green camouflage and a number of markings. The vehicle registration number "1350" is in a large black rectangle. The unit marking consists of black/white squares with a gray/outlined white triangle on the white square. This marking is repeated twice on the rear hull plate and on each turret side. The IR searchlights are unprotected, revealing details of their construction. Also note the details of the Chinese smoke grenade dischargers on the turret sides.



This T-69-II markings include a vehicle registration number "14424" in white on a black rectangle and a unit marking consisting of black/white squares with a gray/black triangle superimposed on the white square.



This fairly intact T-69-II displays the fabric "sawtooth" skirts, laser rangefinder over main armament, and fender-mounted driving lights indicative of the type.





This T-69-II at Ras Tanura displays some interesting add-ons. The Chinese vehicles have none of the characteristic "C" brackets associated with Russian MBTs. The Iraqis evidently saw a need for the added fuel and welded a crude 55 gallon drum bracket made from angle iron. The rear deck of this vehicle displays some added ducting made from non-skid plating. One can surmise that this ducting, which covers the intake and exhaust for radiator and oil cooler air, was intended to direct the heated air down to ground level to cool, thus reducing the vehicle's IR signature.

BELOW and BELOW LEFT: Front and rear view of a fairly clean T-69-II at Ras Tanura. There are no turret-mounted accessories on this vehicle except for the two IR searchlights. This vehicle is also missing any vestige of the mountings for the rear fuel drums. The markings consist of a red/white rectangle with a black/dark gray stripe on the right side. The Arabic number "16" appears on the red portion of the rectangle, while an alphabetic character appears on the white portion. There is a large tactical number "9" in white on the turret sides.



This T-69-II at Ras Tanura shows the Iraqi sand and dark green camouflage. The front view shows the prominent weld beads around the tow hooks on the glacis as well as the large number of tie downs on the turret. The hatch interior color on this vehicle is the same as the external sand color. As in other examples, this vehicle is missing all fender-mounted fuel/oil tanks and storage boxes.



This Polish-manufactured T-55M shows what vehicles look like after sitting in the sooty and sandy Kuwaiti environment close to burning oil wells. Polish T-55s are distinguished by the large storage box on the left turret front. This vehicle also retains fittings for the KMT-6 equipment.

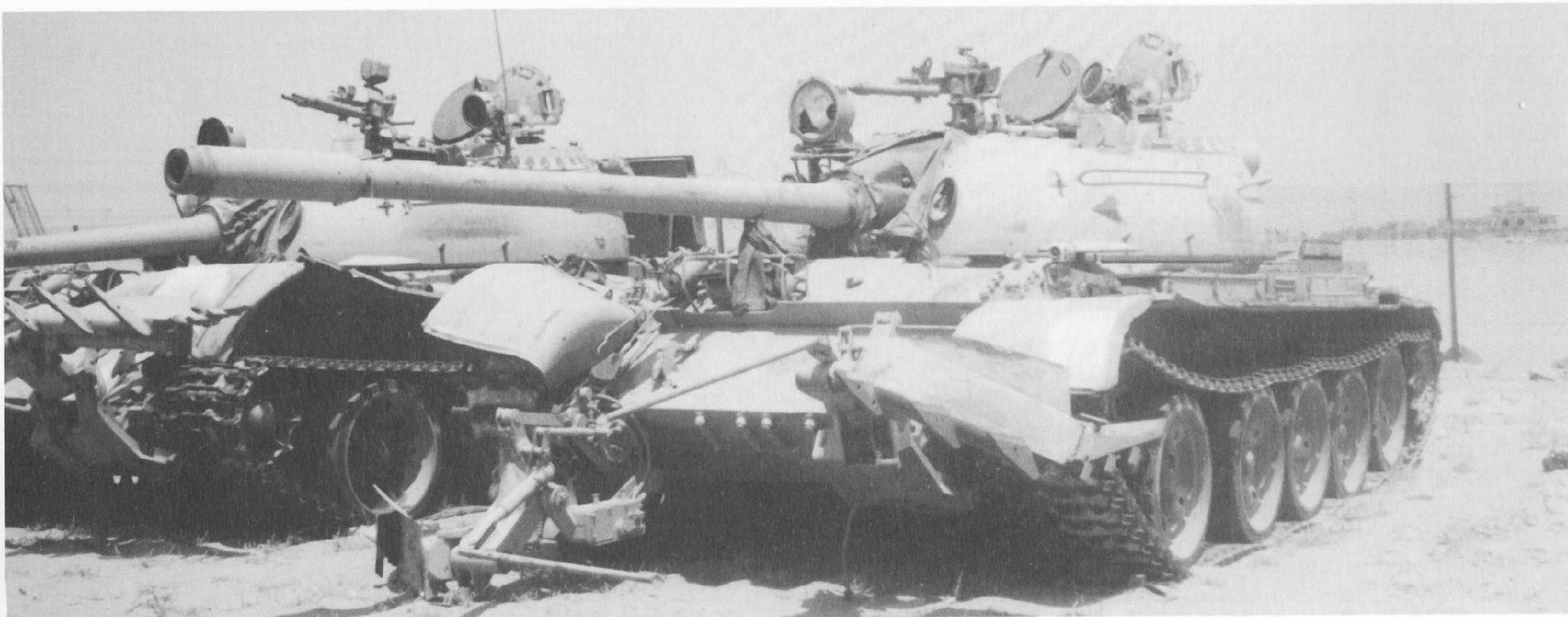
ABOVE, RIGHT, and BELOW: These are three views of the unique Iraqi modification of a standard T-55M. The modification consisted of spaced armor boxes attached to the frontal aspect of the tank turret and hull, as well as a separate attachment at the turret rear. The boxes were of hollow metal construction with a rough exterior texture. The storage boxes and fuel tanks located on the forward fenders were removed, and a storage box was added between the bracket arms holding the rear turret armor. The turret armor section located directly above the driver's hatch hinged upward to provide clearance for the driver and to reveal the gunner's direct fire sight. This vehicle has the brackets for the rear-mounted fuel drums and displayed no markings at all.



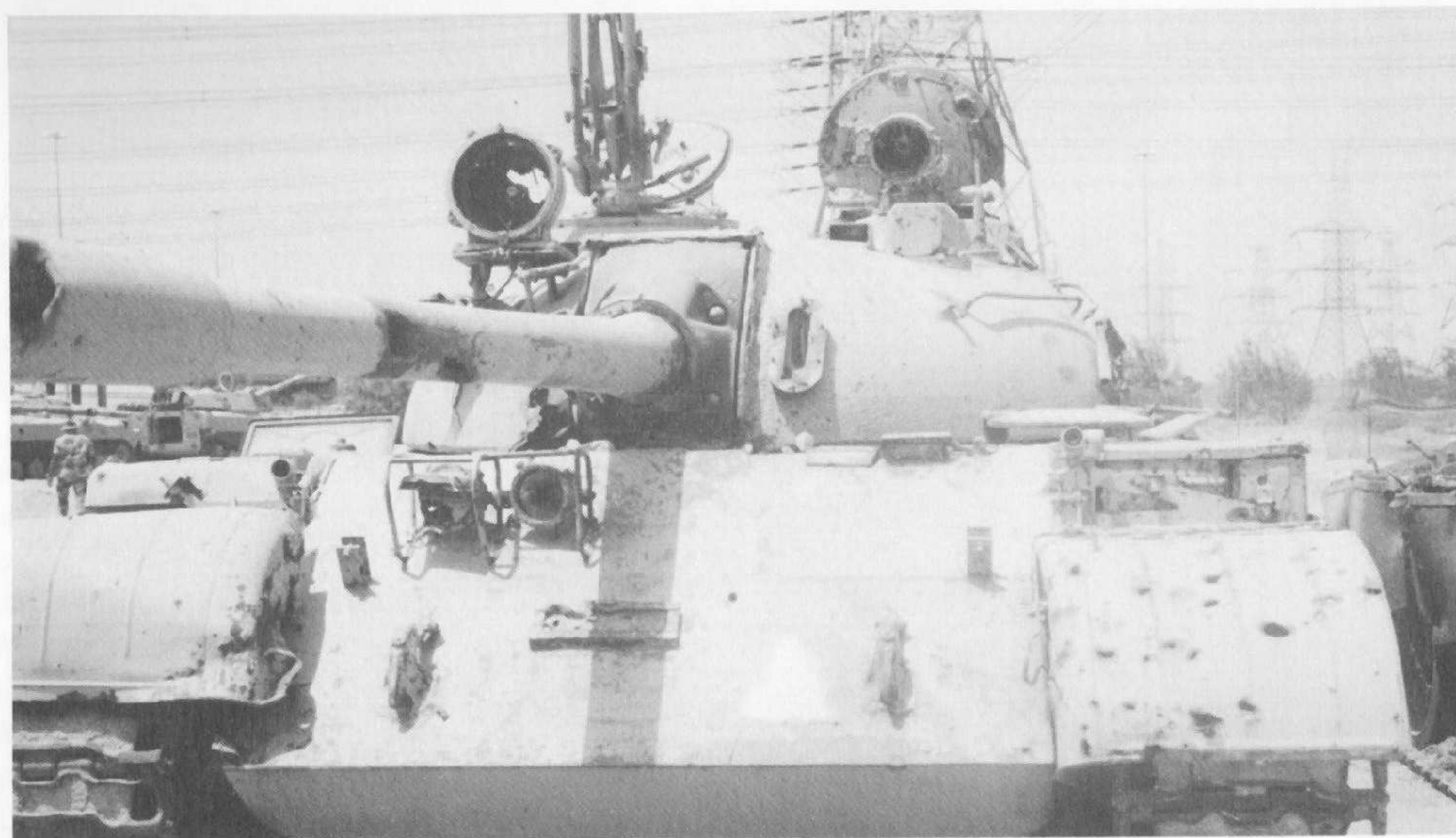
BOTTOM RIGHT (previous page) and RIGHT: This T-55M has the "sawtooth" fabric skirts applied to many Iraqi MBT's of both Chinese and Russian origin. The 12.7mm DShk machine gun remains on this vehicle, but the pin holding the rear of the receiver has been pulled, tipping the weapon forward. The forward hull of this T-55M is fitted for the KMT-6 mine-clearing plows. The markings on this vehicle include a vehicle registration number "15023" in black on a yellow background, a tactical number "31" in black on a yellow background on both sides of the turret, and a red over black rectangle on both sides of the turret. The camouflage is dark green and sand. T-55s are best recognized by the glacis-mounted driving lights.



Another KMT-6 equipped T-55M at the KNEC. This vehicle displays its mine-clearance plows in the deployed and traveling positions. Note the details of blade construction. There appears to be another IR driving light installed below the main turret IR searchlight.



This T-55M carries a fairly complete set of KMT-6 mine clearance plows. Note the lack of protection for both IR searchlights. The markings consist of black vehicle registration numbers on a yellow background, a black tactical number "122" on a yellow background on each turret side, and a red/black triangle forward of the tactical number.



LEFT: This T-55M shows damage associated with a gun tube penetration and subsequent fragment damage to the left fender. The markings consist of a dark gray/black disc with a horizontal sand stripe in the middle.



BELOW and BELOW LEFT: This Ras Tanura T-55M displays markings similar to a T-55M at KNEC, although in this case the tactical number in black also contains an Arabic character. The side view shows how the "sawtooth" skirts were hung from the fenders as well as the characteristic exhaust staining. Note how a storage box is mounted above the exhaust trunk.



LEFT and BELOW: These views depict a BMP-1 at KNEC. It was intact except for the torn hinges on the right rear door. Markings consist of yellow-white-yellow bands on the 73mm barrel, a white bar with a green stripe on a gray disk on vehicle sides and rear, and a large white tactical number "31" on the right rear door. The vehicle interior was white with the 73mm ammunition autoloader equipment painted red.



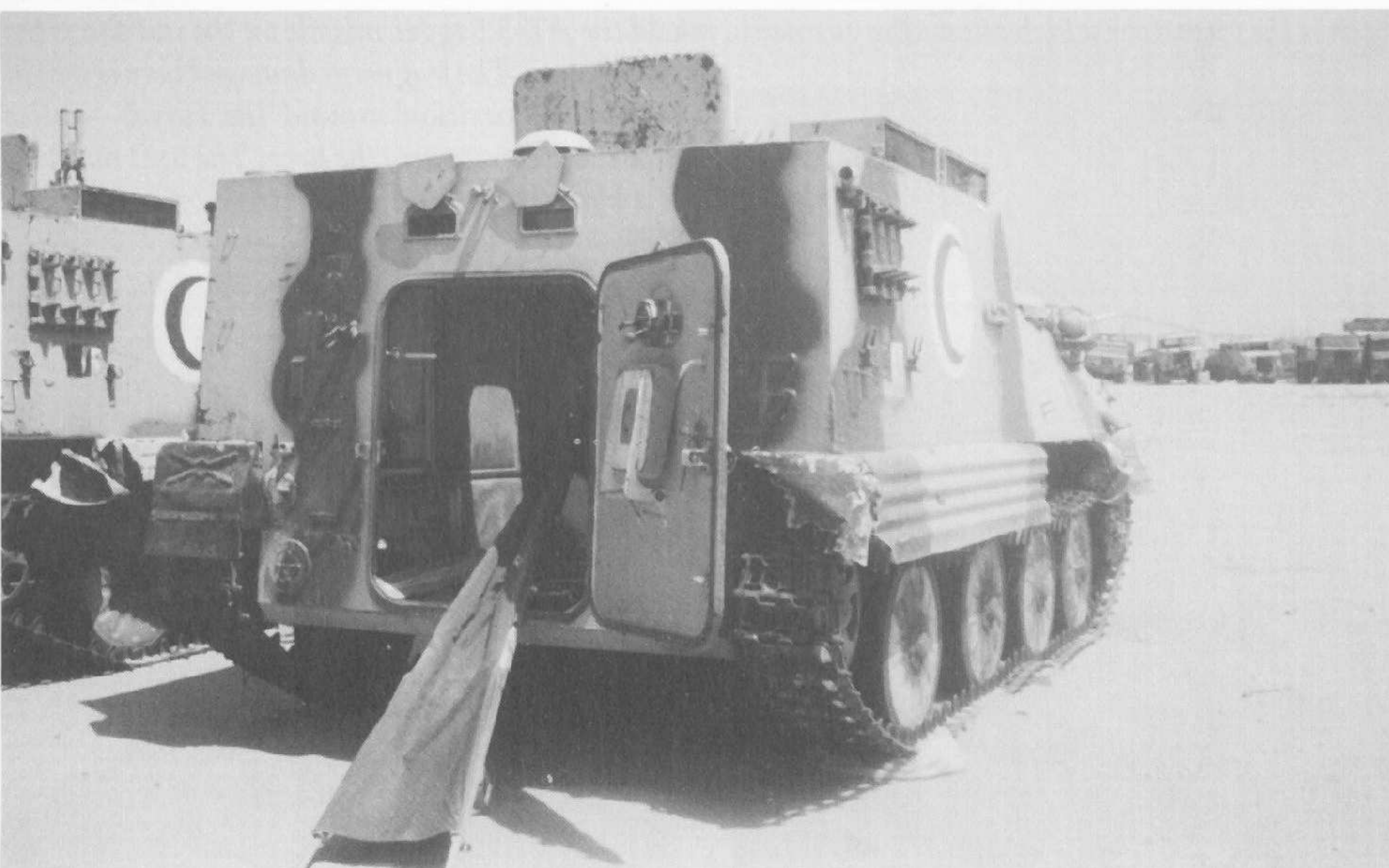
LEFT and BELOW (both): These are detail views of another BMP-1 at KNEC. The 73mm gun barrel shows the result of Coalition forces "demilitarizing" abandoned Iraqi vehicles by disabling weapon systems. The insides of the open hatches are finished in dark green, although the vehicle interior is white. The turret hatch displays the Western number "13993" in red. Directly in front of the turret hatch is the open door which allows the gunner to reload the AT-3 Sagger missile on the rail above the 73mm gun. The fragment damaged tarp is still in its stowed position around the turret—notice how the straps secure the tarp. The unit marking is a black bar with a green stripe on a gray disk with Arabic script above the bar.





LEFT and BELOW: This heavily begrimed ZSU-23-4M Shilka shows the effects of sitting out in the soot and sand of Kuwait. This is the latest variant of the Shilka to be exported as indicated by the three access doors on the left side of the hull and the vent cover on the right turret roof. This example, although battered, was the only intact Shilka at KNEC, which is indicative of the intensity with which Coalition forces targeted these potent anti-aircraft systems. The Gun Dish search and track radar is shown in its stowed position behind the turret.

BELOW: Rear view of a Chinese YW-750 armored ambulance marked with prominent red crescents within white discs. These vehicles display pristine sand and dark green finishes. The interiors of the YW-750s were finished in sand with light gray equipment boxes. The YW-750s were uniformly armed with single 12.7mm DShK machine guns mounted on the commander's cupola, which is unusual for a marked medical evacuation vehicle. Even after sitting in the Kuwaiti desert for more than a year under Coalition control, the storage boxes inside these vehicles still contained medical supplies included morphine syrettes and gas decontamination kits.



This piece of equipment is an SA-2 Guideline, Surface-to-Air Missile (SAM) launcher. The launcher is turntable-mounted on a four-legged pedestal. For road transport, two two-wheeled limbers are attached (tires missing here).



This unusual vehicle is the radar guidance van for the HY-2 Silkworm. The equipment is configured for travel with the radar dish folded down. Other segments for the radar antenna are stowed on the left side of the vehicle, a view also seen in *Wheel and Tracks* magazine Number 42, page 13. The control van is mounted on a Chinese CA-30 truck, a relative of the Soviet ZiL-157K 6x6 truck, itself a replacement for the Studebaker 6x6 2 1/2 ton truck supplied to Russia during W.W.II. The vehicle color is dark tan, which is different from the lighter sand color usually applied to Iraqi combat vehicles. The contraption on top of the truck cab appears to be a radiation deflector used to enhance the performance the radar dish.

RIGHT and BELOW: Here are two views of a BTR-50PU armored command vehicle. The BTR-50 was conceived in the 1950's as an armored amphibious transport for two squads of infantry. The PU version added radios and other equipment for its command role, as indicated by the four antenna mounts on the crew compartment roof. The BTR-50 differs from the very similar Czechoslovakian-produced OT-62 series in having a beveled edge to the crew compartment roof. The unit marking consists of a red/light blue rectangle with a red stripe on the right side on both sides of the crew compartment.



This vehicle was one of two Saladin armored cars at the KNEC. There is a faintly visible white stripe down the center of the engine deck. The two Saladins featured in the home video of 2 August 1990 resisting the Iraqi invasion displayed this air recognition marking.



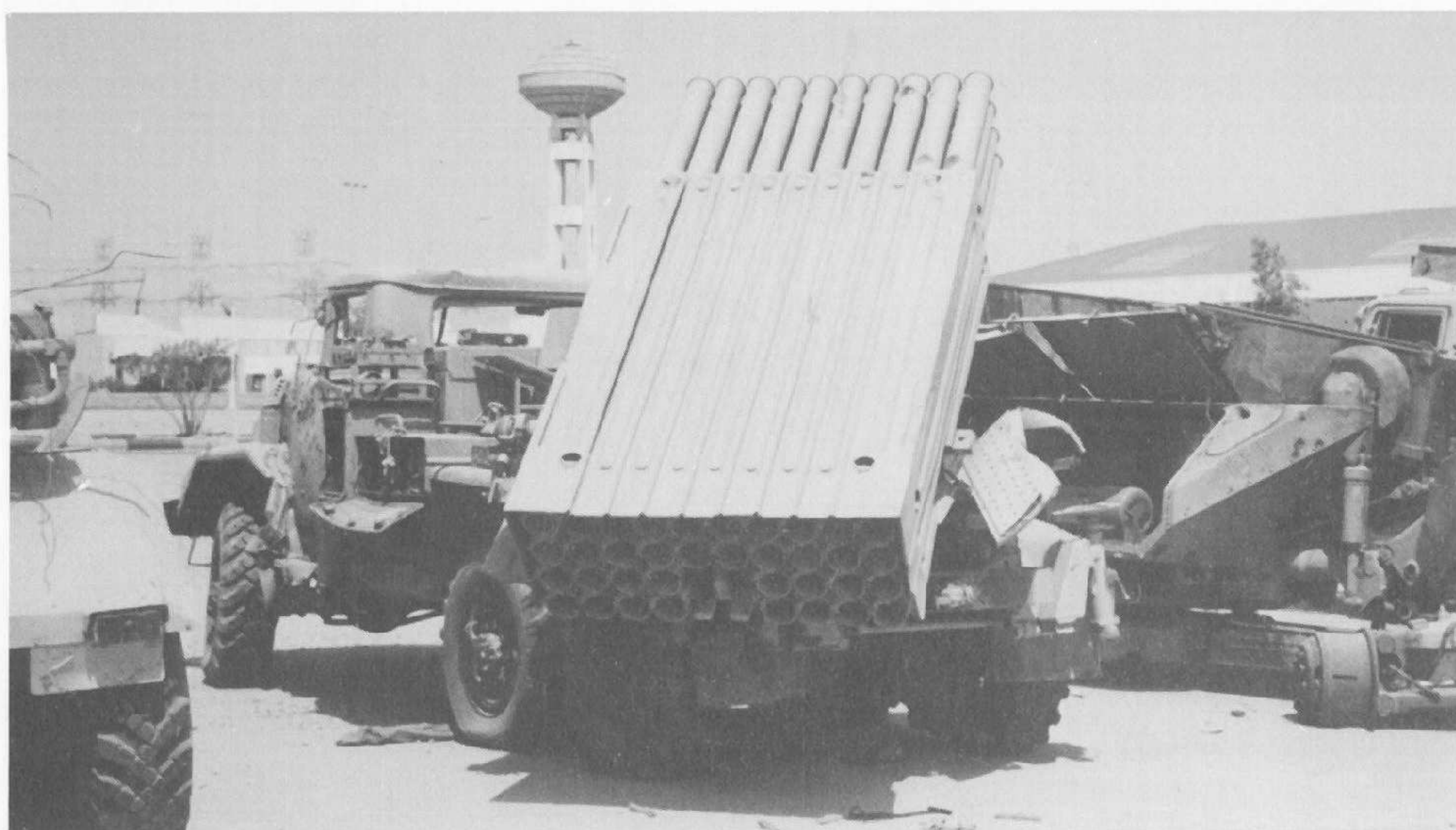
This fairly intact Saladin still displays Kuwaiti markings—a number “10” and Arabic script around a black rearing horse on a red shield on the left fender. The front and rear of the hull shows the alternating black/white stripes displayed on British AFVs and other British AFVs sold to Kuwait.

RIGHT: Rear view of a BM-21-36 rocket launcher based on the ZiL-131 chassis. This BM-21 version fires a different rocket than the standard BM-21 and has 36 launcher tubes instead of the standard 40. The 36 round version is thus lighter than the URAL 375-based version.

BELOW: FROG-7 launcher at the KNEC. FROG is the NATO abbreviation for the unguided rocket fired by this platform and stands for Free Rocket Over Ground.



Front view of a BM-21 launcher, which is based upon the URAL 375 truck. There were nominally 18 of these vehicles in the artillery regiment of each division.





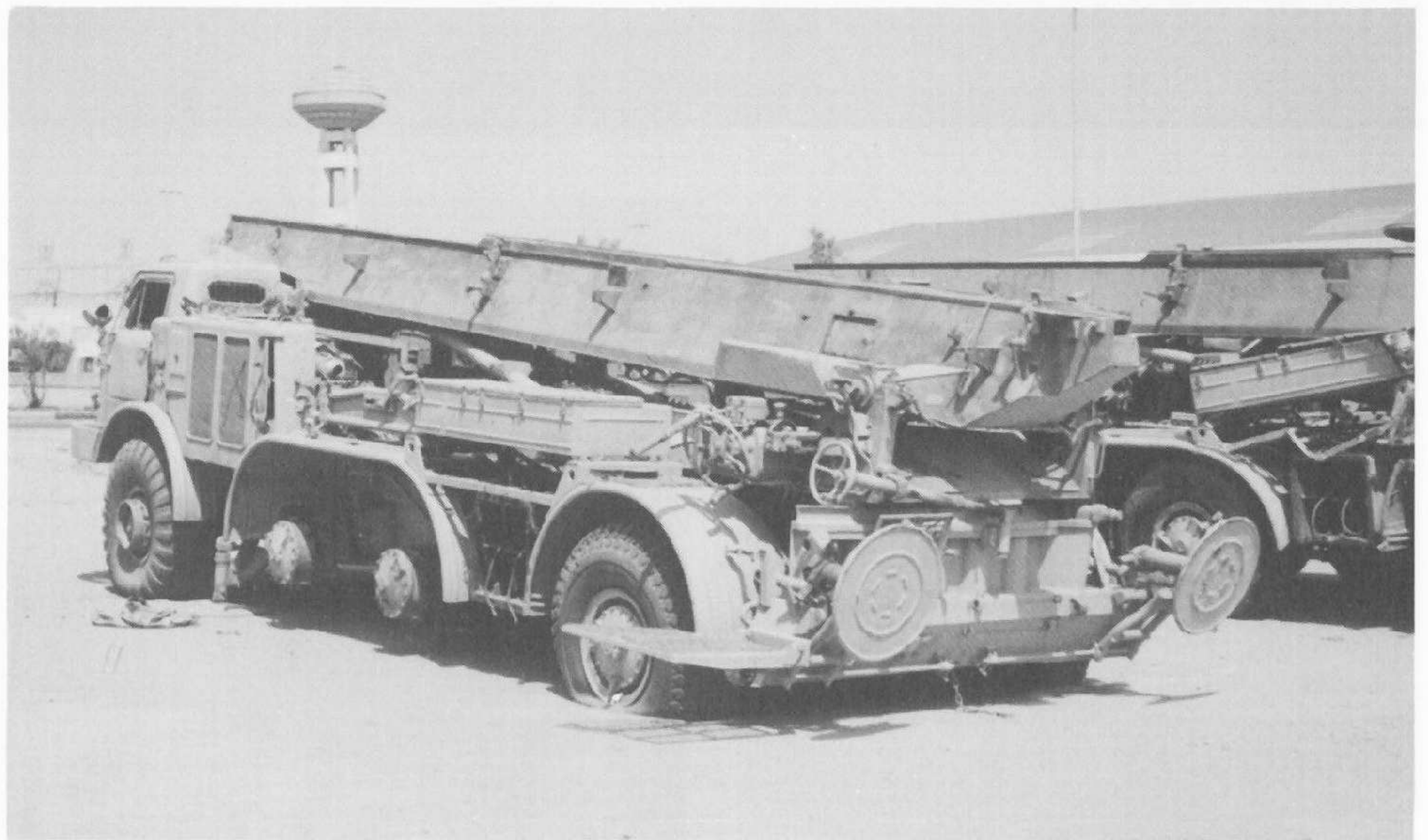
The FROG-7 eight wheeled launcher is based upon the BAZ 135L4 truck. The right side of the vehicle shows the reload crane needed to bring additional rockets from the reload vehicle to the launcher rail. The markings on the front bumper consist of an Arabic character (battery letter?) on a white disc on the right side and a red/white diamond on the left side. There was one FROG brigade with the Iraqi army in Kuwait.

The left rear view of this FROG-7 shows details of the launcher rail. The FROG batteries were recognized early on as a threat because of their chemical/biological warhead capability.



This is a left side view of an ACRV M1974-1 (IV13) at Ras Tanura. There are three primary variants of ACRV based on the 2S1 chassis. The IV13s were issued on the basis of one per 2S1 or 2S3 battery as a fire direction platform.

BELOW: A right front corner view of one of four ACRV M1974-1 (IV13) at the KNEC. This vehicle is still armed with its 12.7mm DShK machine—in this case aimed at the camera. The vehicle registration number "94542" is white on a light green background, similar to the 2S1 122mm self-propelled howitzers also on display here. The unit marking is displayed on all four sides of the vehicle and consist of a red bar with a gray stripe. The number 25 or 35 is written on the gray stripe, and there is Arabic script above the marking.

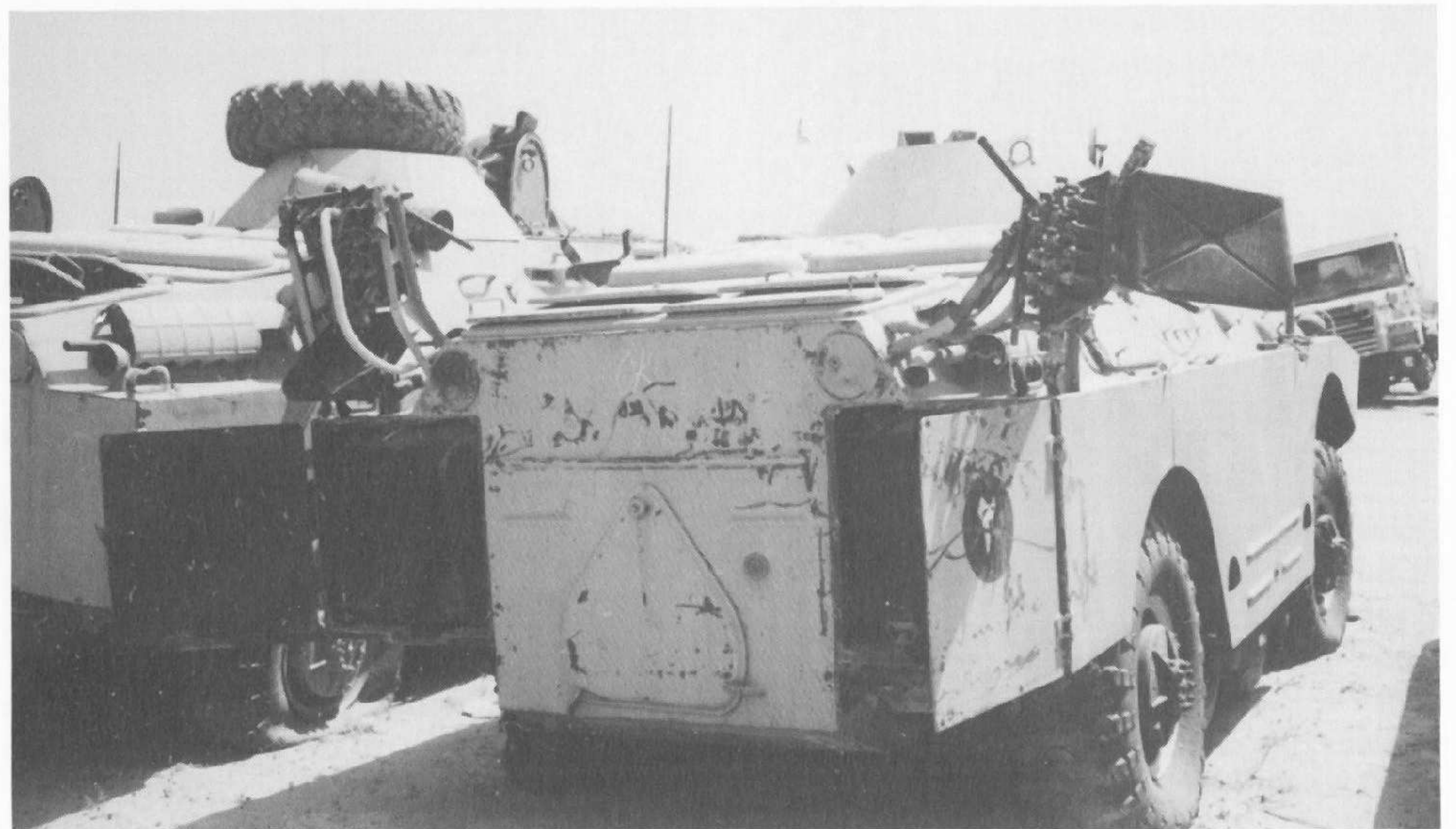


This BRDM-2 has a 12.7mm DShK mount welded to the permanently open driver's viewing hatch. The vehicle registration number "4138" is yellow/orange on a white background.



Same BRDM-2 with a 12.7mm DShK mount welded to the permanently open driver's viewing hatch as shown at the bottom of the previous page. This places the weapon within easy reach of the driver standing out of his hatch but negates much protection for the driver. Due to the lack of any hatch on the turret, there is no conventional means of augmenting the vehicle's standard 14.5mm and 7.62mm machine gun armament. Perhaps this was modification for a vehicle used on internal security tasks in which it would be stationary for periods guarding roads or buildings.

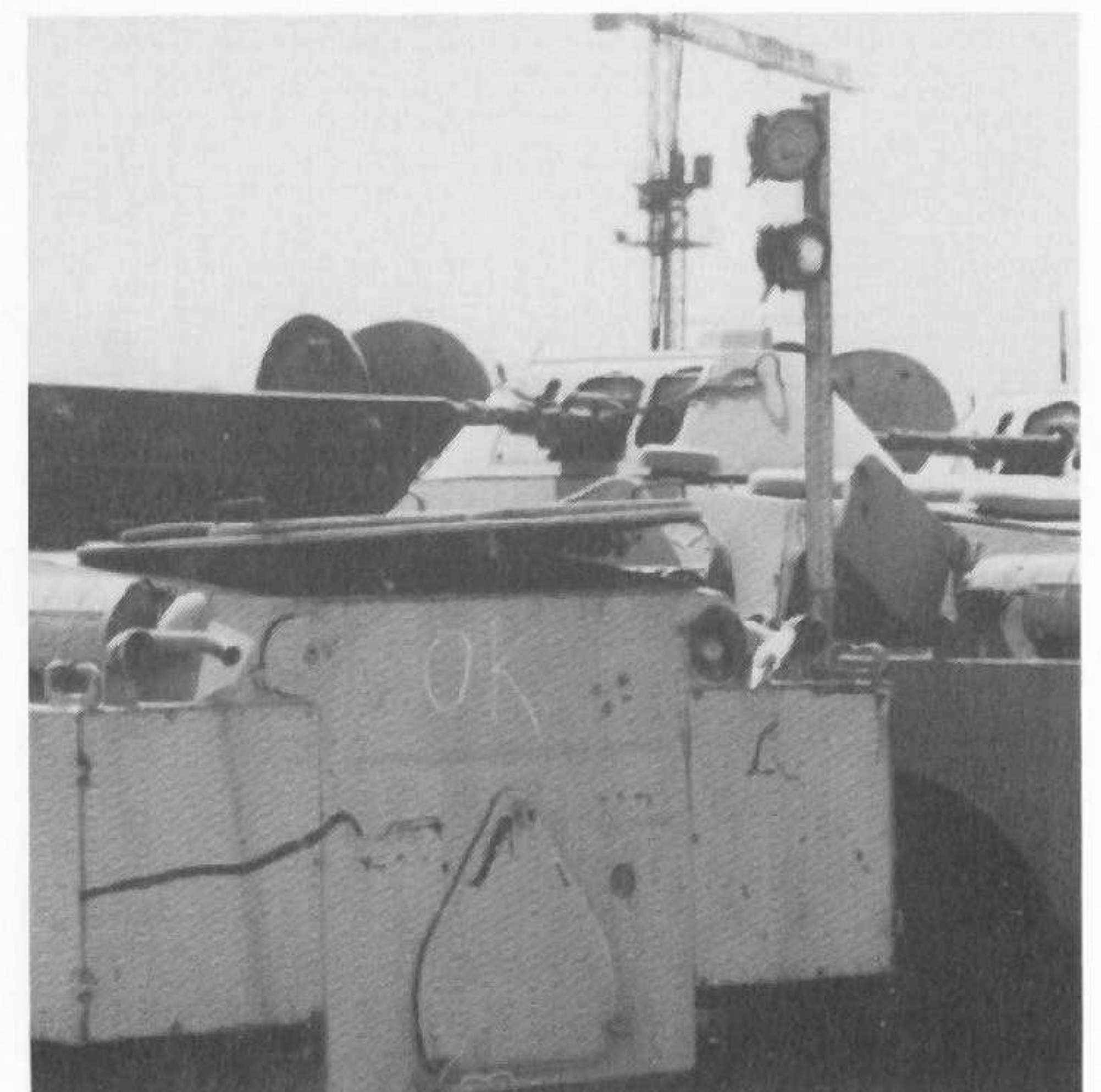
BELOW: Rear view of a BRDM-2Rkh nuclear, biological, chemical (NBC) reconnaissance vehicle. Visible in this view are the two rear-mounted marker flag emplacement units. These units used explosive squibs to emplace flags marking clear lanes in contaminated environments. The vehicle itself contains a number of meters and detectors to operate in an NBC environment. Also note the spare tire carried on top of the turret of the vehicle to the left. This was found on several vehicles in the yard.



This is another view of a BRDM-2 with a different configuration of station keeping lights on the vehicle right rear (These lights are reminiscent of similar lights fitted to mine clearance vehicles since WWII). Most of the engine compartment deck hatches are open. Particularly noticeable in this view is the triangular cover plate for the waterjet used when the BRDM-2 is water-borne.



The rear of a basic BRDM-2 at KNEC. This vehicle has station keeping lights mast-mounted on the right rear hull. The "OK" chalked on the hull rear indicates that the vehicle has been cleared of explosive devices.





Chinese Type 653 ARV. Shown in this view are details of the dozer blade lifting mechanisms and the roller guide for the forward winch cable. Note the storage on the left side of the crew compartment for rigid tow bars.

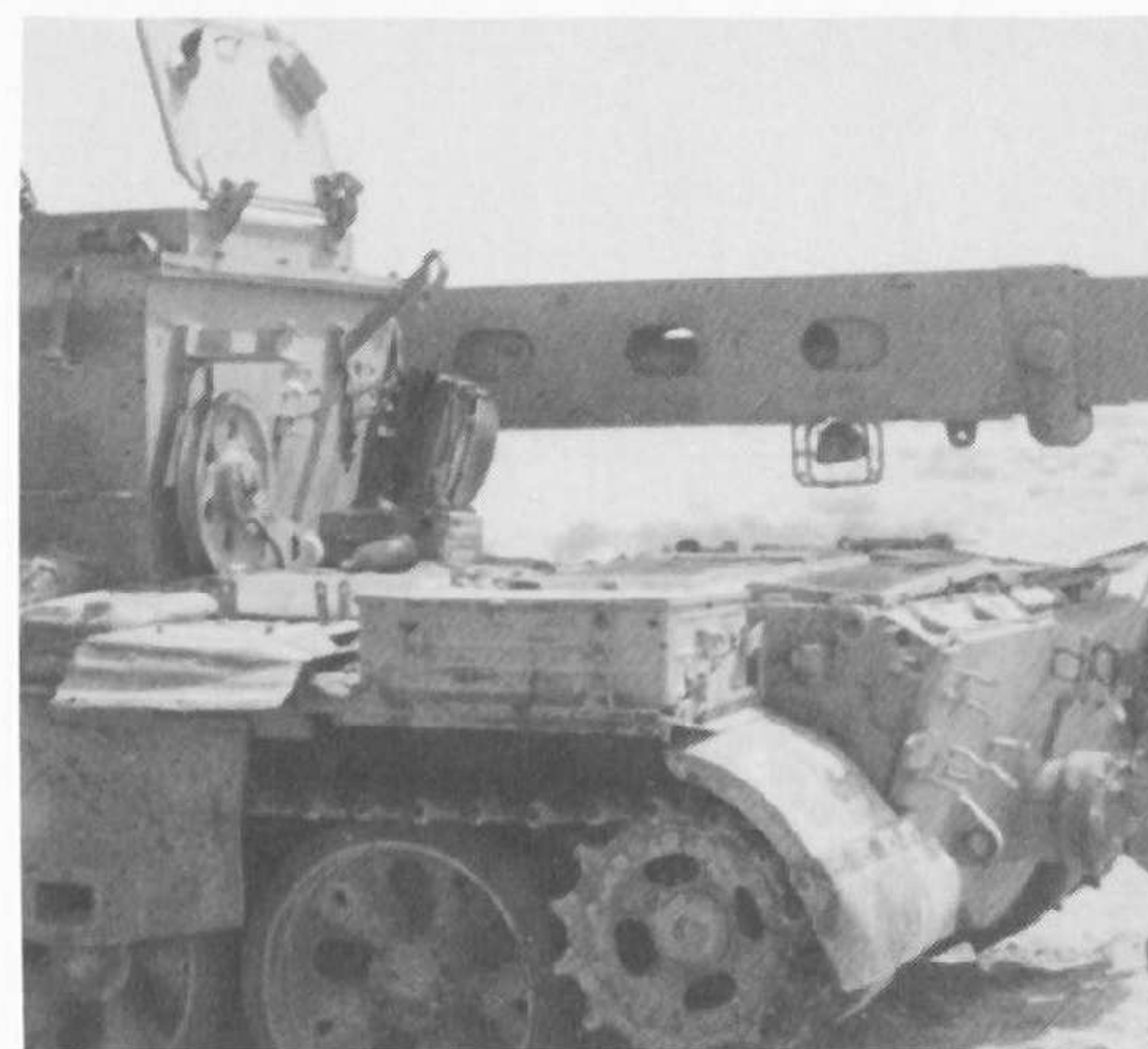
The Type 653 is more sophisticated than most Russian ARVs based on the T-54/55 chassis. There is a 10 ton lifting crane with 360 degree coverage as well as a large towing pintle on the rear hull plate. There are three hatches in the crew compartment: two small round hatches for the driver and vehicle commander at the front and a larger rectangular hatch in the rear. The interior color for all hatches is dark green. Notice that all the fuel/oil tanks are on the right fender, while the left fender holds large storage boxes. This particular vehicle has a spare transmission on the rear deck.



The large storage box in the middle of the left fender is a battery compartment containing three large cells two of which are visible in the left side view.



Another Type 653 ARV at KNEC. A bit more ragged than the previous Type 653, this vehicle has had its fuel tanks stripped from the right fender.



The 653 at Ras Tanura. It has the remains of the "sawtooth" fabric skirts. Note also the deflector flap over the top of the vehicle exhaust and the protective cage around the light under the boom.



ABOVE: A pair of BTR-60PU command vehicles display their retracted Hawk Eye antennae. The only BTR-60s seen at KNEC were the command variants. There were no standard APC versions present.

LEFT: The 14.5mm machine gun turret is replaced by hull top storage and a roof-mounted generator on the BTR-60PU. This particular vehicle has its Hawk Eye folding antenna raised to full height. There is a retractable "towel rail" antenna that surrounds the hull. The camouflage on this BTR-60PU has far more dark green over its sand finish than the majority of vehicles at KNEC.



There were two intact 2S3 Akatsiya 152mm self-propelled howitzers at KNEC. Both vehicles mounted 12.7mm DShK machine guns on their turret cupolas instead of the more usual 7.62mm PK machine gun. No unit markings were observed on either machine.



There were several examples of the Chinese YW-702 armored command vehicle at KNEC. The YW-702 is a modified version of the standard YW-530 APC with greater headroom in the crew compartment for additional radios and other equipment used in the command post role. This example has a small tactical number "31" in white on the left hull front. The unit marking is a red over green rectangle on both sides of the hull. This vehicle shows a previously applied sand and dark green camouflage finish beneath a more yellowish tint of overall sand.

RIGHT: This M113A1 ambulance appears to be a repossessed Kuwaiti vehicle. The red crescent sits on a square background, while Iraqi medical vehicles have their red crescent on a white disc. The large tactical number "63" is in black, while observed Iraqi tactical numbers are either in white or black on a yellow background. The patches of new paint also indicate a recent change in ownership.



BELOW: This vehicle is true relic of the Cold War. The AT-T heavy artillery tractor was designed in the early 1950's as a towing vehicle for Soviet heavy artillery. This vehicle has a circular hatch in the cab roof for a machine gun mount. In this example, the vehicle registration number is in Western numerals, rather than Arabic.



The origin of the M113s at KNEC is a matter of conjecture since both Iran and Kuwait had examples to be captured by the Iraqis. This "straight" M113A1 is apparently from the Iran-Iraq war. The evidence to support this conclusion is the sand and dark green camouflage which is similar to that of other Iraqi vehicles and shows the same fading of colors. This would indicate Iraqi ownership prior to August 1990. Confiscated Kuwaiti vehicles retained their overall sand scheme.



This is one of several AML 90 armored cars at KNEC. This vehicle sports the Lynx 90 turret which replaced the earlier H 90 turret on the AML production line. The only marking is registration number "3856" in white.



This AML 90 retains its laser rangefinder mounted over the main armament, although the coaxial machine gun is missing. Iraq was one of several Persian Gulf states to have invested in the AML armored car family. The registration number on this vehicle is "3853."



This vehicle is a French-manufactured AML armored car with a 60/20 turret containing a 60mm breechloading mortar and a 20mm cannon. The 20mm cannon is missing from this example, but the 60mm mortar is shown in its separate cradle which allows it to elevate independently of the cannon. Note how the sand channel is bolted to the front of the hull. The side view reveals the lightweight construction of this armored car family. The only markings are the vehicle registration number "3831" in white on a black background.



This Panhard M3 is the APC member of the AML family. It can carry 10 passengers in addition to its crew of two. This vehicle carries a simple pintle mount and shield for its missing 7.62mm machine gun. The resemblance to the AML 90 pictured just beyond is evident.



This Panhard M3/VPC is the command post version of the AML family. There are equipment bins on the roof for the additional equipment needed in the command role. This was the only AML series vehicle observed at the KNEC with organizational markings: a black disc with a horizontal gray stripe. There is Arabic script above and below the stripe.



There were about a battalion's worth (18 vehicles) of these 2S1 Godvoksia 122mm self-propelled howitzers. All the 2S1s at KNEC were in excellent condition, with very little of the wear and tear that typified the other captured vehicles.



All the vehicles were fully equipped, with even the track guides used for amphibious operation still safely stowed on the turret rears.



Some vehicles had peeling paint, revealing the Soviet dark green underneath. There were no unit markings visible on these vehicles—only registration numbers in white on light green backgrounds.

